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**To:** Planning Committee **Date:** August 24, 2009  
**From:** Brian J. Jackson **File:** ZT 09-462526  
Director of Development  
**Re:** **Application by Kasian Architecture Interior Design & Planning Ltd. for a Zoning Text Amendment to the Automotive Park District (AUP) Zone To Increase the Allowable Floor Area Ratio (FAR) at 5571 and 5631 Parkwood Way**

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**Staff Recommendation**

That Bylaw No. 8527, for a Zoning Text Amendment to the Automotive Park District (AUP) Zone to increase the allowable F.A.R. for 5571 and 5631 Parkwood Way from current 0.50 to a maximum of 0.75 be introduced and given first reading.

Brian J. Jackson  
Director of Development

BJ:dc  
Att. 6

<b>FOR ORIGINATING DEPARTMENT USE ONLY</b>
<b>CONCURRENCE OF GENERAL MANAGER</b> 

## Staff Report

### Origin

KASIAN ARCHITECTURE INTERIOR DESIGN & PLANNING LTD. has applied to the City of Richmond for a zoning text amendment to the Automotive Park District (AUP) at 5571 and 5631 Parkwood Way (**Attachment 1**) to increase the allowable FAR from current 0.50 to a maximum of 0.75.

The intent of the amendment is to permit the development of a new 6,404m<sup>2</sup> multi-storey Lexus Automobile Dealership on a 9,308.5m<sup>2</sup> sized lot within the Richmond Auto Mall. This new facility will house a new vehicle show room, 7 car wash bays, 15 vehicle service bays, office space and approximately 200 parking stalls for vehicle inventory. Both Class 1 and Class 2 bicycle spaces are provided as per Zoning Bylaw requirements. Conceptual Development Plans are provided in **Attachment 2**.

### Findings of Fact

The development site was formerly in two separate lots (5571 and 5631 Parkwood Way). The two properties each contained a separate automobile dealership (Lexus and Hyundai). If the proposed text amendment is approved, the two buildings will be removed and replaced by the single Lexus building identified above on the consolidated lot. As a result of this redevelopment, the number of vehicle access points from Parkwood Way will be reduced from four to two.

A Development Application Data Sheet providing details about the development proposal is provided in **Attachment 3**.

### Surrounding Development

The subject site is within the Richmond Auto Mall which is located to the east of the Richmond Nature Park and immediately north of Westminster Highway. The subject site is surrounded on all sides by other automobile dealerships.

### Related Policies & Studies

#### Official Community Plan

Both the existing and proposed automobile dealership uses at this site comply with the Official Community Plan and the East Cambie Area Plan, particularly with regard to the goal of accommodating land uses that are highly automobile-oriented and can benefit from direct access to the major highway systems.

#### Public Input

Several enquires have been received from representatives of the Richmond Auto Mall regarding this application. The Auto Mall representatives have indicated that they are supportive as long as the site remains under the same AUP zoning. The increase in the FAR as proposed by the text amendment did not present a problem for the Auto Mall members and was understood as a need to make more efficient use of the land. Auto Mall representatives did make it clear that they would have very strong concerns with any change away from AUP zoning to any other type of zoning either via a Comprehensive Development District (CD) zone or some other zoning

designation as it may have significant implications for the Auto Mall as a whole. Gail Terry, General Manager for the Richmond Auto Mall Association, has submitted a letter (**Attachment 5**) summarizing these points.

The proponent subsequently met with the Auto Mall Association Board members to present their proposal and address any concerns they might have with the project and its potential implications for the Auto Mall. The Richmond Auto Mall Association Board of Directors have subsequently submitted a letter of approval for the project (**Attachment 6**).

To time of writing, no other concerns or enquires have been received from the public in general.

### **Staff Comments**

No significant concerns have been identified through the technical review.

### **Analysis**

#### Zoning Text Amendment

As indicated in the staff recommendation, the application requests a zoning text amendment to the Automotive Park District (AUP) at 5571 and 5631 Parkwood Way (**Attachment 1**) to increase the allowable FAR from current 0.50 to a maximum of 0.75. In 2003, Council approved Bylaw 7514 which resulted in a similar text amendment to increase the permitted density of 13340 Smallwood Place to accommodate another automobile dealership within the Richmond Auto Mall. The density increase under Bylaw 7514 was from 0.50 FAR to 0.58 FAR.

#### Density and Form of Development

For this site, the increase in density resulting from the zoning text amendment will permit up to an additional 2,327m<sup>2</sup> more space within the building. The form of development that results from the increased density separates this building from the typical auto dealership layout by allowing two levels of interior space and a usable roof. The ground floor reflects a typical auto dealership with a show room, service and repair facilities and vehicle washing. The second level is proposed to include office space, a customer lounge, automotive display, employee amenities, and new vehicle inventory storage. Additional inventory storage on the roof will be accessed by a vehicle sized elevator.

The accompanying plans show the building's design to be a well developed, high quality building which will establish a new standard for other automobile dealership redevelopments in the area.

#### Implications for Other Developments in the Auto Mall

Based upon the comments by the Auto Mall representatives, there is a recognition that the rising cost of land is prompting owners to make more efficient use of land. The Zoning Text amendment as proposed will only apply to the subject site – it is not automatic for all the sites in the area. Other owners wishing to increase the density on their sites will need to make a similar application for the increase in density to apply. In this way, the specific circumstances of each site will be reviewed and the density amended by Council, if appropriate.

Staff are supportive of the proposed density increase for the subject site as it results in a more efficient use of the land and the overall quality and finish of the building is at a high level that will set the standard for future redevelopments in the area.

#### Contaminated Sites Review

The previous/existing uses (e.g. battery recycling, waste oil recycling, automotive repair, etc.) on the property fall into a category of uses which trigger Provincial requirements for more detailed analysis for possible site contamination. Where such Contaminated Sites Regulation defined "Schedule 2" uses occur the Provincial Ministry of Environment (MOE) has the authority, under the Local Government Act, to suspend all, or selected, approvals by local government for any development applications related to the site.

With regard to the subject property, the BCMOE has completed its preliminary review of the site and has, by letter dated April 2, 2009, issued a release allowing the City of Richmond to proceed with approval of the zoning application. All subsequent approvals (e.g., Development Permit, Building Permit, etc.) are withheld pending approval/direction from BCMOE. The proponent is required to retain a qualified environmental consultant during any excavation work at the site.

#### Ministry of Transportation and Infrastructure

As the development site is within 800m of a Provincial highway, signoff by the Ministry of Transportation and Infrastructure is required. This requirement is included with the Rezoning Considerations as a condition of final approval of the Rezoning. MOTI preliminary approval for this development was granted June 29, 2009. A copy of this approval has been placed on file.

#### Flood Management

The required Flood Construction Level (FCL) for the subject site is 2.9m GSC. The proposed development will be able to meet this elevation of the building slab and the plans indicate that the average finished grade of the site will be brought to approximately 2.5m GSC. The proponent will be working with the Richmond Auto Mall Association to ensure that the overall site grading plan provides an acceptable interface with surrounding properties. Registration of a flood indemnity restrictive covenant will be required prior to Rezoning adoption.

#### Tree Preservation

A tree survey and arborist's report were submitted with the application. The report indicates that existing trees are limited to nine trees in the Parkwood Way boulevard and four trees in the interior of the site.

Two boulevard trees are proposed to be relocated due to the driveway reconfigurations and the proponent's plans indicated that an additional street tree will be added within the boulevard. Two existing on-site trees are proposed for removal due to the proposed grade and site layout changes, as well as poor tree health. One of the two remaining on-site trees will be relocated due to setback requirements from the proposed BC Hydro power kiosk facility.

Twenty four replacement trees plus one additional street tree are proposed for this development. These will be located primarily along the frontage and the northern and southern side property boundaries. The proposed tree installations more than satisfy the OCP requirement for two for one tree replacements for trees removed. Approximately 900 shrubs will also be added to these areas helping to enhance the overall appearance of the site.

*Aircraft Noise*

The subject property is located within an area where new aircraft noise sensitive land use is prohibited. The type of use proposed, however, is not considered a noise sensitive land use under the City's Official Community Plan and will not require any acoustical reporting. An aircraft noise indemnity covenant will be secured as a condition prior to the rezoning adoption.

*Development Permit Considerations*

No variances are anticipated for this project and the development plans are fairly well developed. The applicant has adjusted the development plans to respond to most of staff's preliminary comments and anticipate that the subsequent Development Permit application should be relatively straight forward with the primary focus of the D.P. review being upon use of materials, minor landscaping and site plan refinements, as well as a review of lighting and signage considerations.

A landscaping security will be a condition of the Development Permit. Street tree adjustments will be addressed via the Servicing Agreement.

*Capacity Analysis*

Analysis of both water and sanitary utilities indicate that not upgrading of these utilities is required. At Building Permit stage the applicant will be required to submit additional fire flow calculations to confirm that there is adequate available water flow.

The storm sewer capacity analysis has indicated that the storm sewer along the site's frontage between manhole 6779 and manhole 6778 will need to be upgraded from a 600mm line to a 750 mm line. These calculations are to be included on the Servicing Agreement design drawings.

*Servicing Agreement*

A Servicing Agreement will be required for this development. It will address the storm utility upgrades along the site frontage, securities for street tree relocations and installations, driveway installations and removals and other related street frontage reinstatements needed to bring the frontage to the appropriate City standards.

**Financial Impact or Economic Impact**

None

**Conclusion**

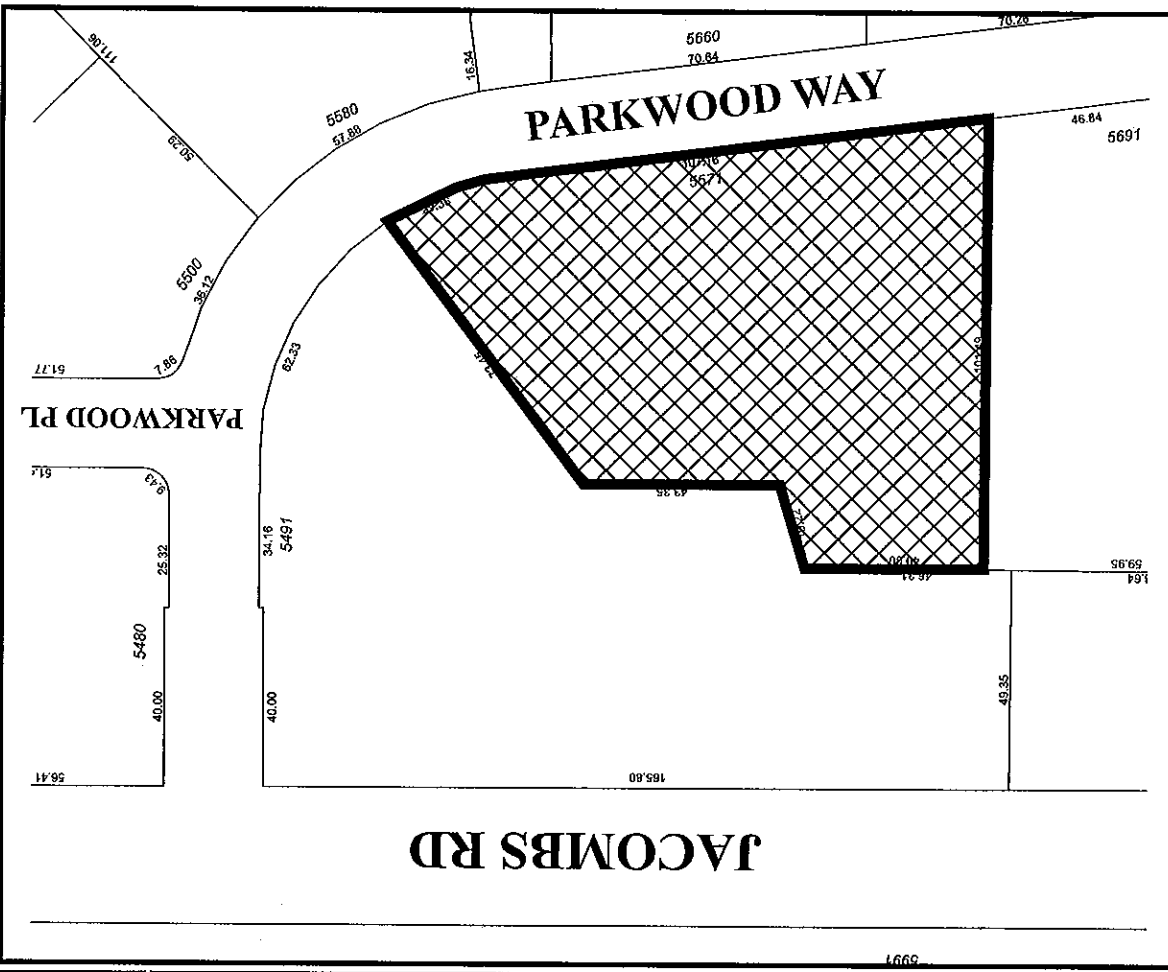
The proposed redevelopment of 5571 and 5631 Parkwood Way will result in two separate automobile dealerships being replaced by a single Lexus dealership. The proposed building will result in more efficient use of land and an updated, modern multi-storey facility. Staff are recommending support for the proposed text amendment to the Automotive Park District (AUP) to increase the allowable FAR from current .50 to a maximum of .75 for this site.



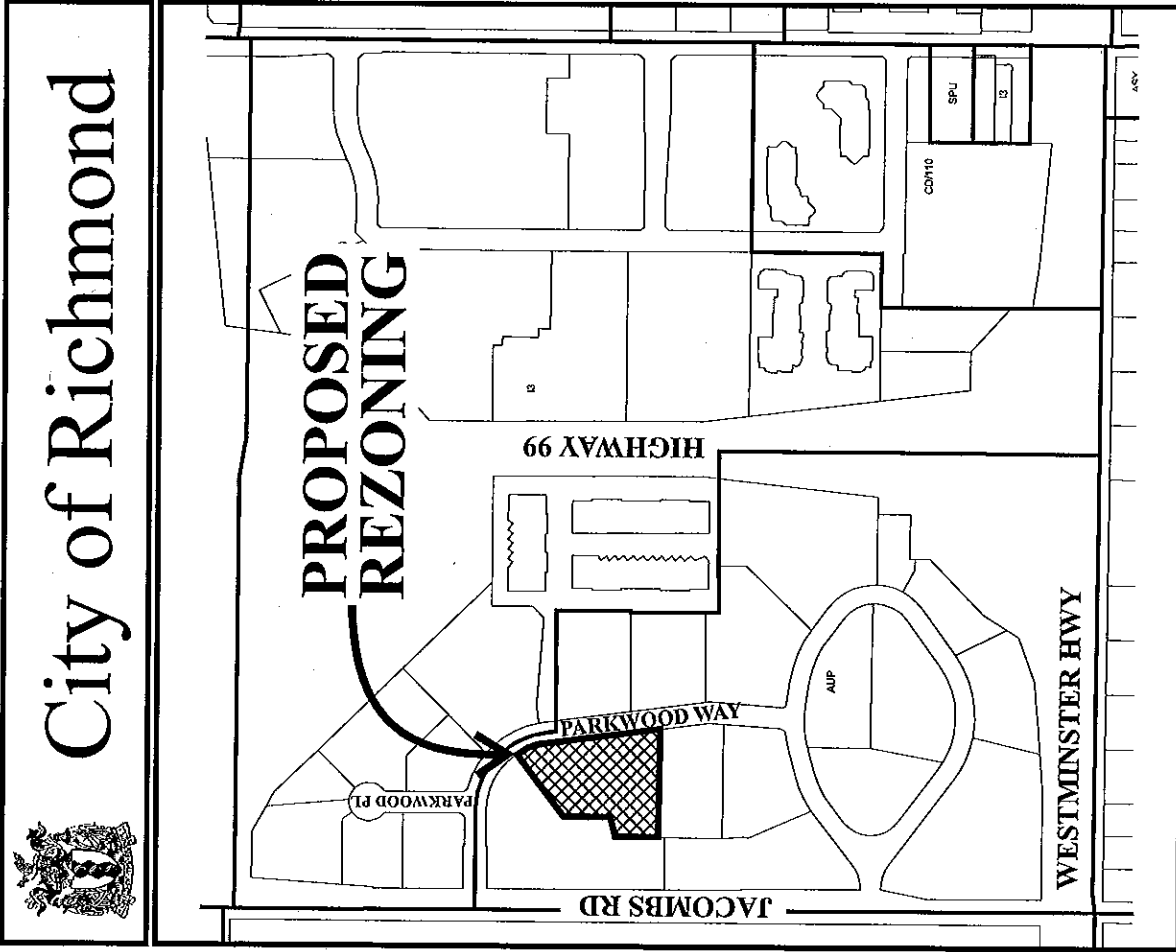
David Brownlee  
Planner 2

DCB:cas

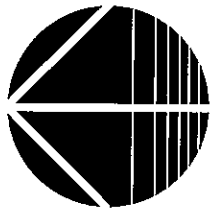
- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Rezoning Considerations Concurrence
- Attachment 5: Letter from Gail Terry, Richmond Auto Mall Association dated Jun 11, 2009
- Attachment 6: Letter from the Richmond Auto Mall Association Board of Directors, dated July 22, 2009

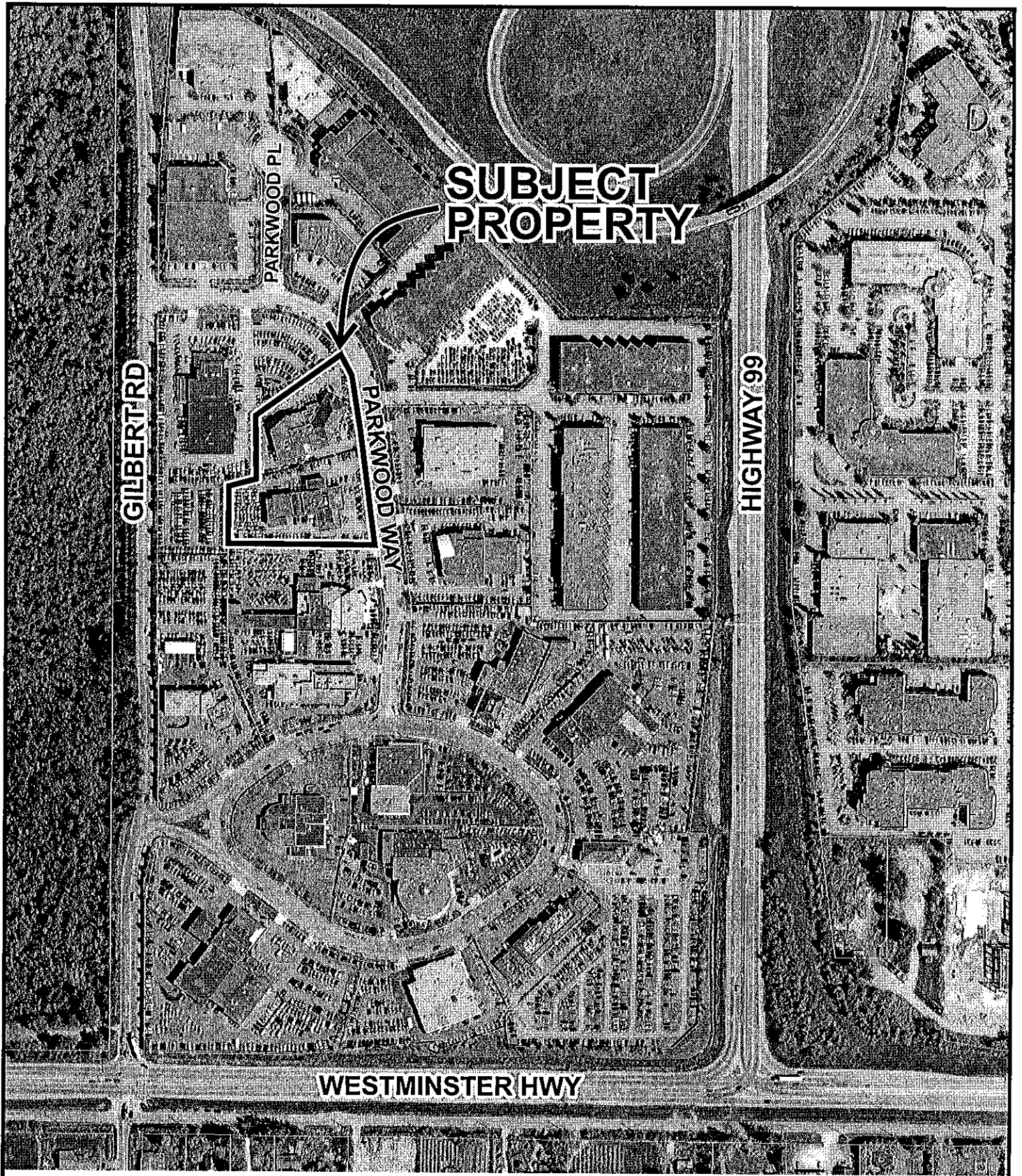


Original Date: 03/19/09  
 Revision Date: 08/25/09  
 Note: Dimensions are in METRES



ZT 09-462526





**SUBJECT  
PROPERTY**

**GILBERT RD**

**PARKWOOD PL**

**PARKWOOD WAY**

**HIGHWAY 99**

**WESTMINSTER HWY**



**ZT 09-462526**

Original Date: 03/19/09

Amended Date: 08/25/09

Note: Dimensions are in METRES





May 21, 2009

**RICHMOND LEXUS  
DEVELOPMENT PERMIT APPLICATION**



**ARCHITECTURAL**

- COVER SHEET
- PLAN #1 SITE PLAN
- PLAN #2 PARKING PLAN
- PLAN #3.a LANDSCAPE PLAN
- PLAN #3.b LANDSCAPE SHRUB PLAN
- PLAN #3.c IMAGES
- PLAN #4 EXTERIOR ELEVATIONS
- PLAN #5.a MAIN FLOOR PLAN
- PLAN #5.b SECOND FLOOR PLAN
- PLAN #5.c ROOF PLAN
- PLAN #6 SECTIONS

**SITE DATA**

Civic Address: 307 Parkwood Way, Richmond, BC, V6V 1W8  
 PID: 027-764-626 Parcel A, Section 5  
 Range 5 West Plan BOP 30020

Legal Address:

Zoning Information:  
 257 Automotive Park District (AUP)  
 Current Zoning: 0.75 (Per. Amendment to AUP)  
 Floor Area Ratio: 50%

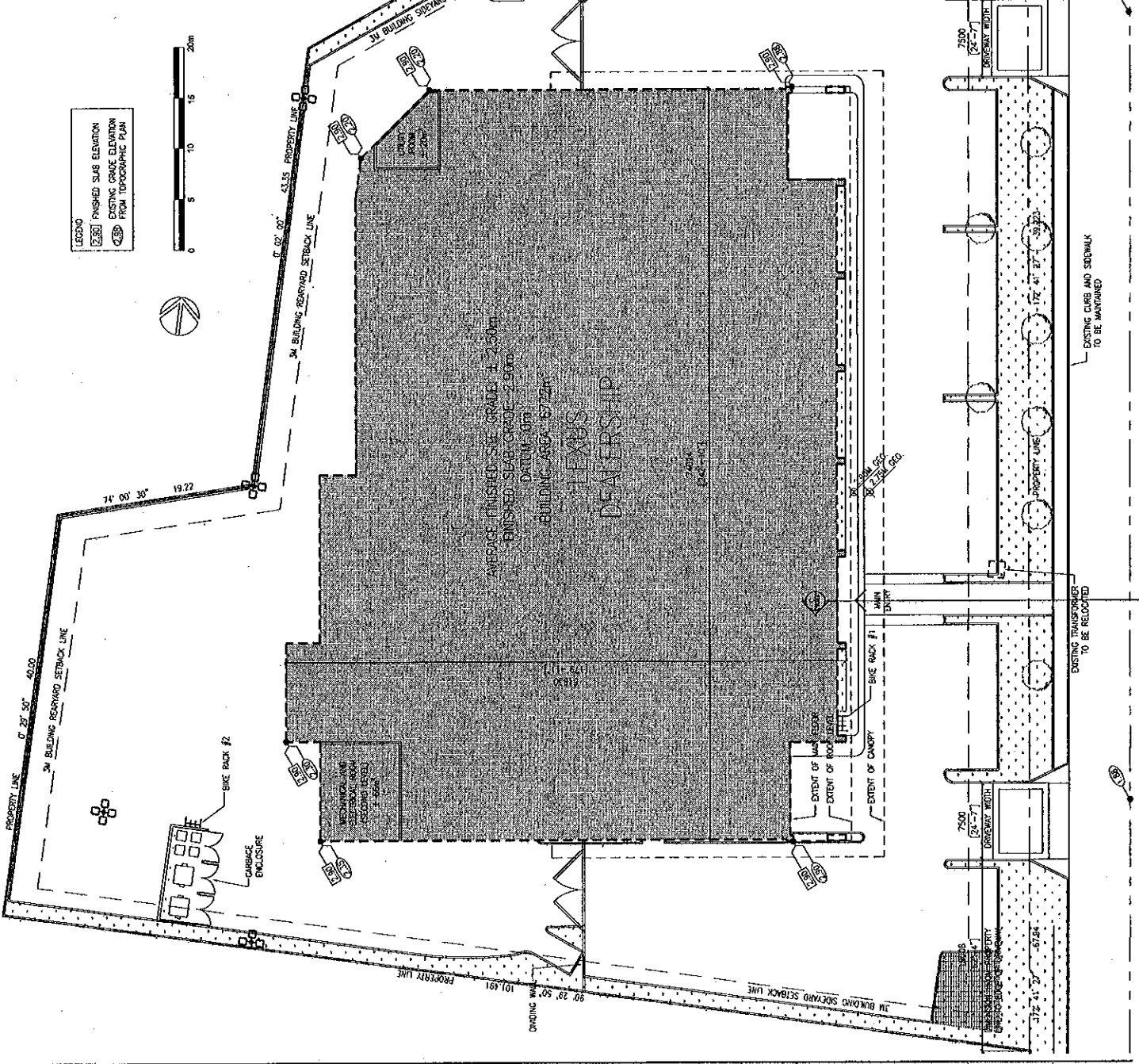
Maximum Lot Coverage: 8m Road / 3m Sid. & Rear yards

Building Setbacks:  
 Side: 10m / 3m  
 Front: 6m / 3m  
 Rear: 6m / 3m

Site Information:  
 Square Feet: 5283.5  
 Site Area: 10718.9  
 Gross Floor Area: 6241.0  
 Floor Area Ratio: 6.8818  
 Lot coverage: 38.0%

Height: 10.7m / 33.5'

Building Classification: 32.2.70, Group F, Division 2, up to 4 Storeys, Sprinklered





DMG LANDSCAPE ARCHITECTS

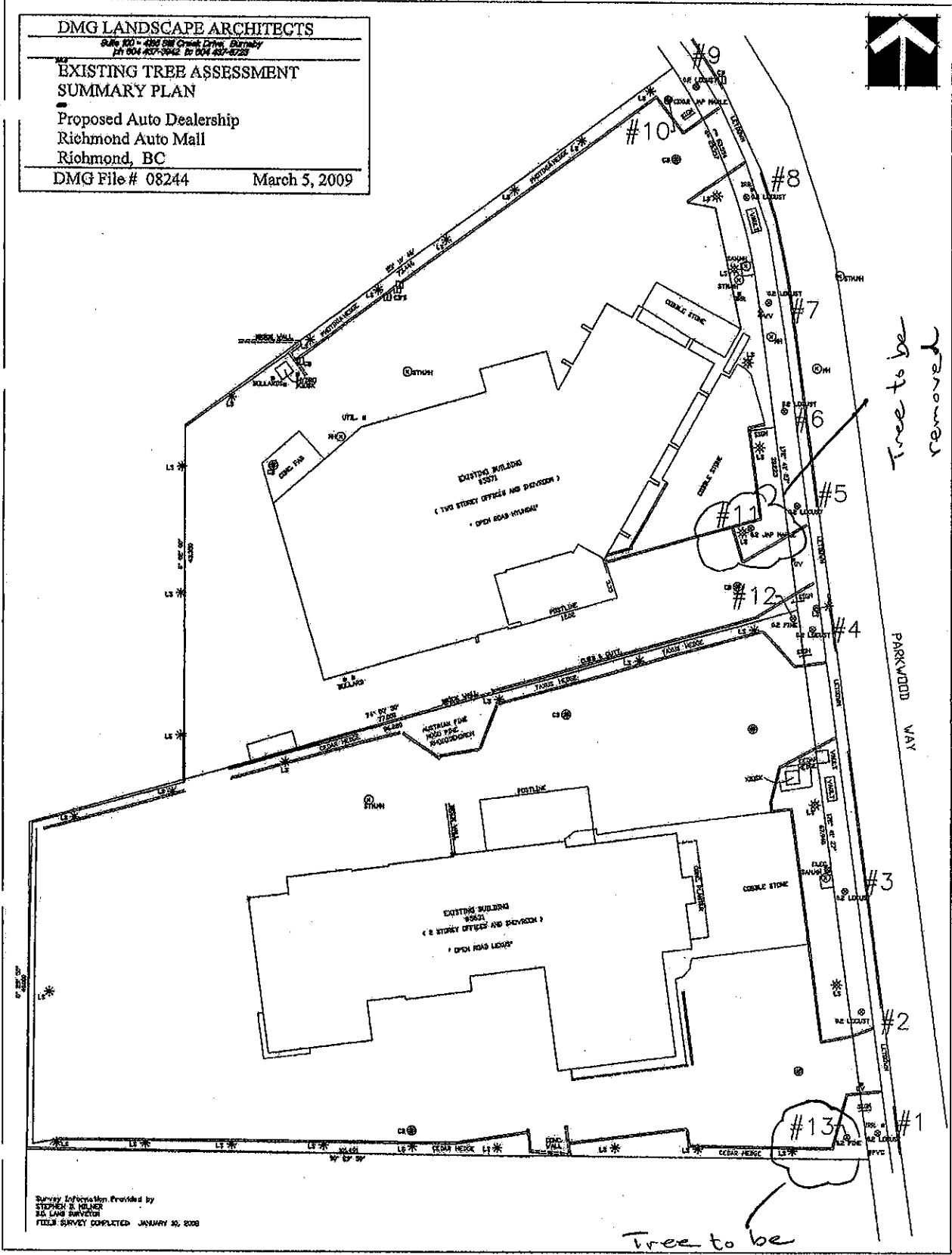
8180 100 - 4888 8th Street, Burnaby  
Tel: 604-437-2642, Fax: 604-437-8723

EXISTING TREE ASSESSMENT  
SUMMARY PLAN

Proposed Auto Dealership  
Richmond Auto Mall  
Richmond, BC

DMG File # 08244

March 5, 2009



Survey Information Provided by  
STEPHEN B. HILMER  
AS LANS SURVEYOR  
FIELD SURVEY COMPLETED JANUARY 30, 2009



**kasian**



NO.	DESCRIPTION	DATE	BY

**DMG**  
 Design & Management Group  
 10000 Lakeside Blvd.  
 Suite 100  
 Richmond, BC V6X 2A9  
 Tel: 604-271-3333  
 Fax: 604-271-3334  
 Email: info@dmg.ca

DATE: 04/20/10

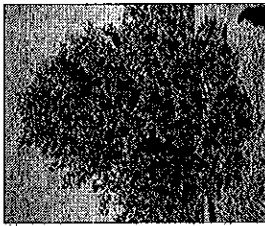
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**RICHMOND  
 LEXUS DEALERSHIP**

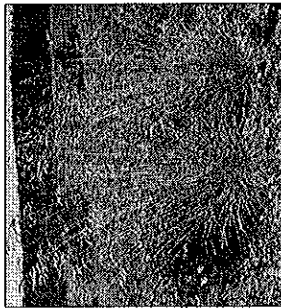
**PLAN 3c  
 LANDSCAPE**

ISSUED FOR DEVELOPMENT PERMIT

NO.	DATE	BY



**PINUS**



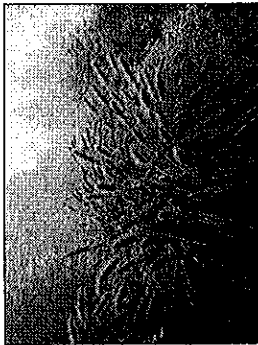
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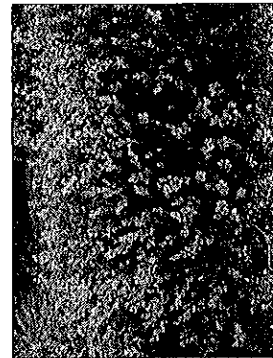
**AQUAPAVE -CHARCOAL**



**ACER**



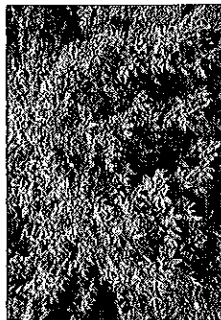
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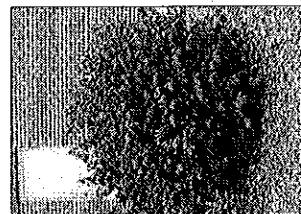
**BUXUS**



**GLEDITSIA**



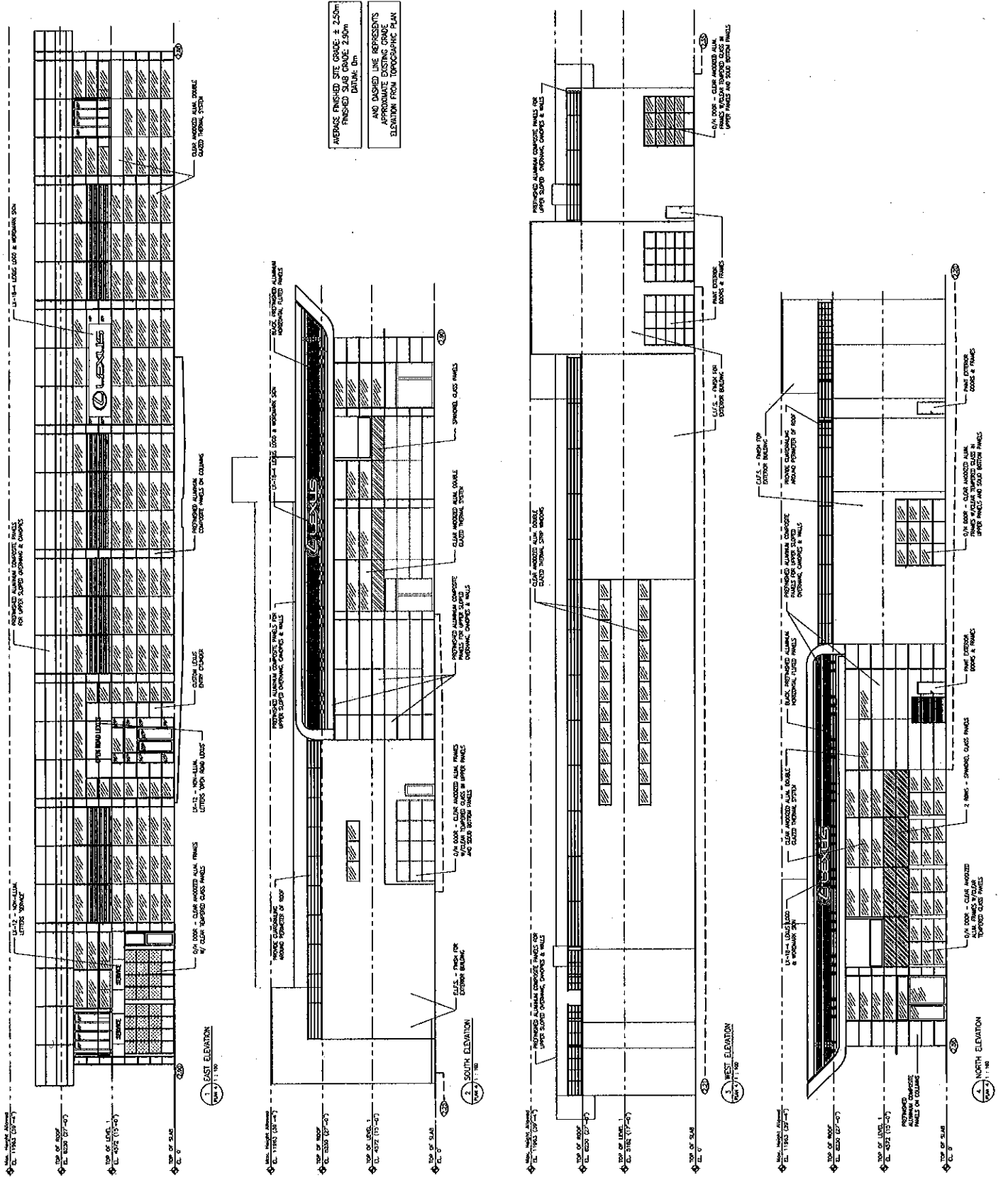
**MAHONIA**



**EUONTIMUS ALATA 'COMPACTUS'**

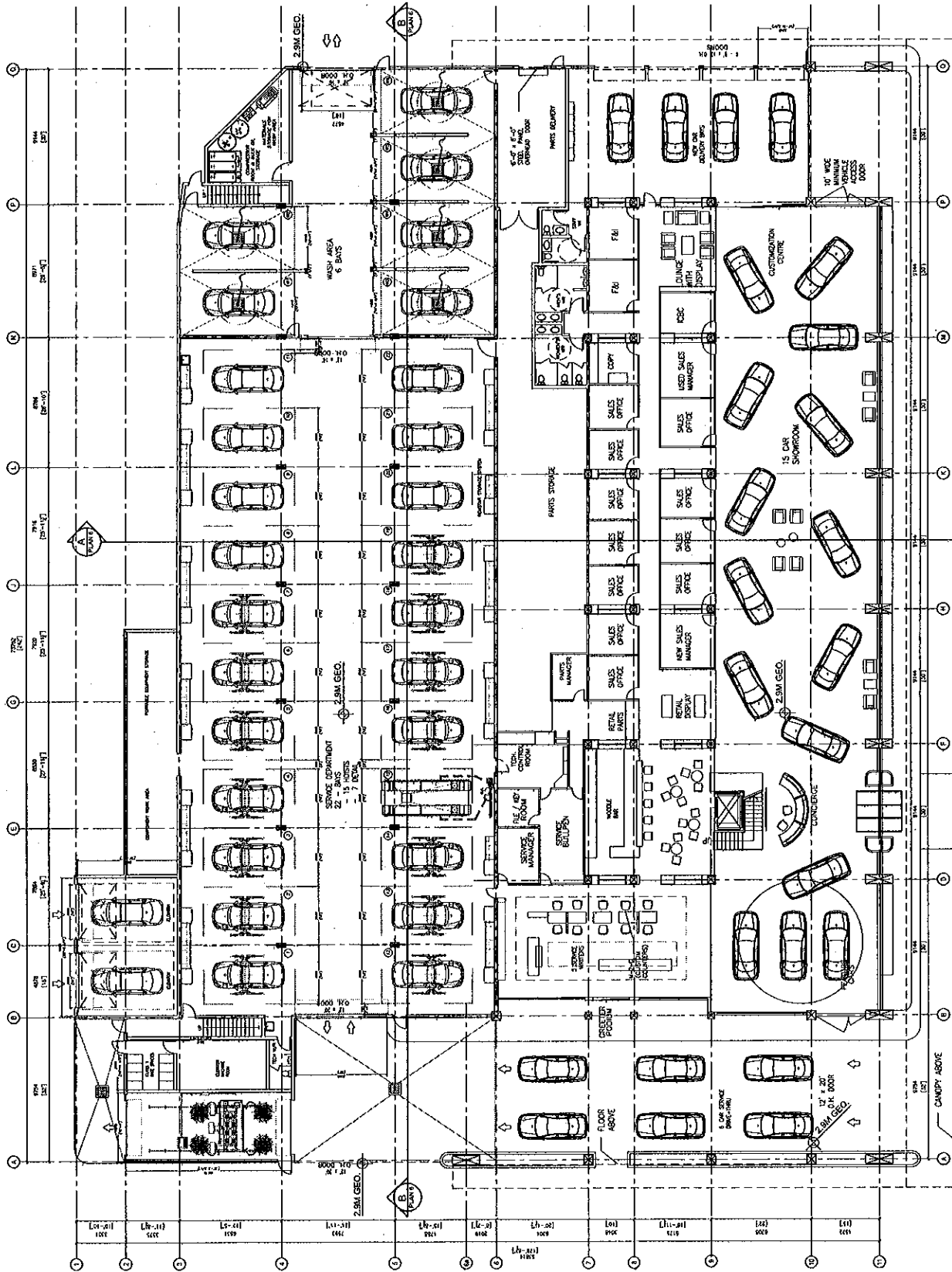
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AVERAGE FINISHED SITE GRADE ± 2.50m  
FINISHED SITE GRADE 2.50m  
DETAIL: 0m

AND DASHED LINE REPRESENTS  
APPROXIMATE EXISTING GROUND  
ELEVATION FROM TOPOGRAPHIC PLAN



MAIN FLOOR PLAN





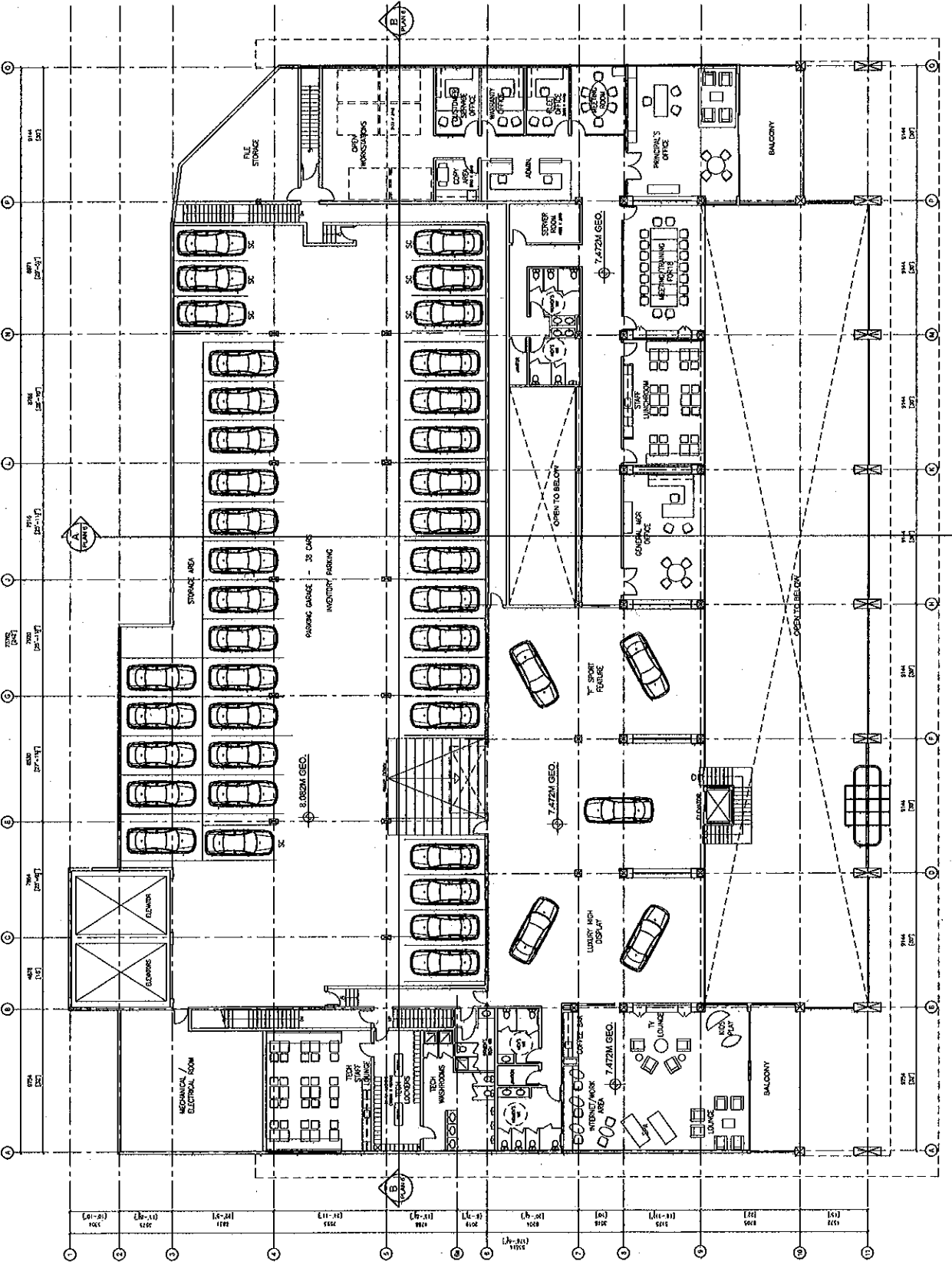
NO.	DATE	DESCRIPTION	BY

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**RICHMOND  
LEXUS DEALERSHIP**

**SECOND FLOOR PLAN**

ISSUED FOR DEVELOPMENT PERMIT  
 PROJECT NO. 2007  
 DATE 11/10  
 PLAN #5.b



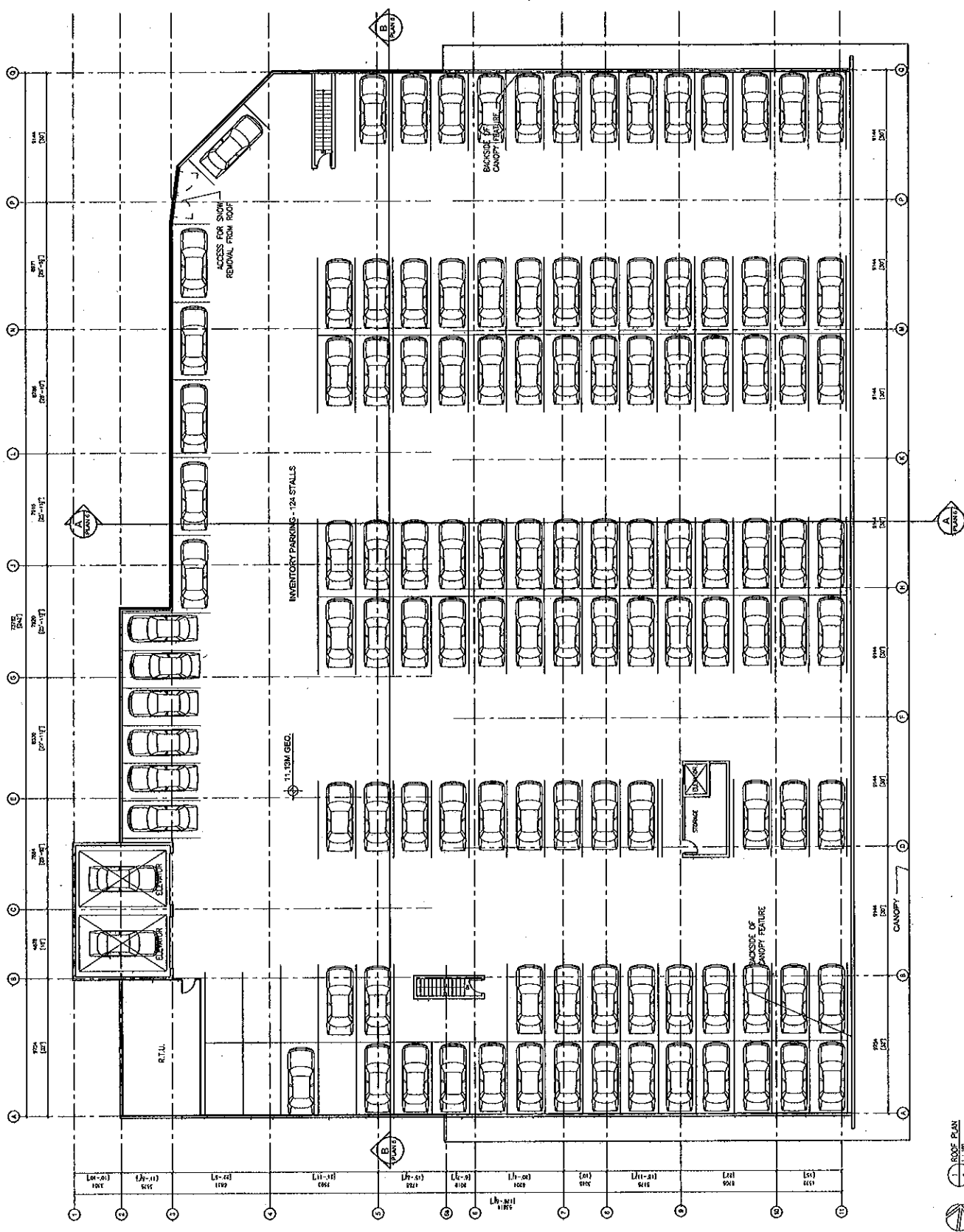
SECOND FLOOR PLAN  
11/10



NO.	REVISION	DATE
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ISSUED FOR DEVELOPMENT PERMIT  
DATE: 11/16/09  
SCALE: 1/8"=1'-0"  
PROJECT NO: PLAN #5.C

RICHMOND LEXUS DEALERSHIP  
ROOF PLAN



ROOF PLAN  
11/16/09





**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet**

**ZT 09-462526** **Attachment 3**

Address: 5571 and 5631 Parkwood Way

Applicant: Kasian Architecture

Planning Area(s): East Cambie

	Existing	Proposed
<b>Owner:</b>	OpenRoad Autogroup Ltd.	same
<b>Site Size (m<sup>2</sup>):</b>	9308.5 m <sup>2</sup>	same
<b>Land Uses:</b>	Automobile Dealership	same
<b>OCP Designation:</b>	Commercial	same
<b>Area Plan Designation:</b>	Commercial	same
<b>Zoning:</b>	Automotive Park District (AUP)	same but with a text amendment to increase the density for this site from 0.5 FAR to 0.75 FAR
<b>Other Designations:</b>	Aircraft Noise Sensitive Policy Area 1A	same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.5	0.75	Zoning Text Amendment
Lot Coverage – Building:	Max. 50%	38%	none
Lot Size (min. dimensions):	N/A	9308.5 m <sup>2</sup>	none
Setback – Front Yard (m):	Min. 6 m	6 m Min.	none
Setback – Side & Rear Yards (m):	Min. 3 m	Min. 3 m	none
Height (m):	12 m	12 m	none
Off-street Parking Spaces – Customer & Employee (CE) / Display Inventory (D):	111 (CE) and N/A (D)	123 (CE) and 200 (D) An additional 30 stalls are provided for staff parking off-site within the Auto Mall	none
Off-street Parking Spaces – Total:	111	323 + 30 additional staff stalls off-site	none
Tandem Parking Spaces:	permitted for display inventory	for display inventory only	none

### ATTACHMENT 3

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Flood Construction Level	2.90 m GSC	2.90 m GSC	none

Other: Tree replacement compensation required for loss of significant trees.

**Rezoning Considerations  
5571 and 5631 Parkwood Way  
ZT 09-462526**

Prior to final adoption of Zoning Text Amendment Bylaw 8527, the developer is required to complete the following:

1. Consolidation of all the lots into one development parcel.
2. Registration of a flood plain covenant on title identifying a minimum habitable elevation of 2.9 m GSC.
3. Registration of a flood indemnity covenant on title.
4. Registration of an aircraft noise indemnity covenant on title.
5. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
6. Enter into a Servicing Agreement\* for the design and construction of driveway removals/relocation, street tree relocation/installation and storm sewer upgrades along the site's frontage from manhole 6779 to manhole 6778 along with service alterations as required. Capacity analysis calculations for the storm sewer upgrades along the site's frontage are to be included on the Servicing Agreement design drawings. Submission of securities will be required for the street tree relocations/installation.
7. Approval from the Ministry of Transportation and Infrastructure

Prior to Building Permit Issuance:

- a) Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
- b) Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to final adoption of the rezoning bylaw or any construction activities, including building demolition, occurring onsite.
- c) At Building Permit stage the applicant will be required to submit additional fire flow calculations to confirm that there is adequate available water flow. Building Permits staff have requested that a detailed code analysis be undertaken prior to the preparation of the working drawings stage.

Note:

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

## ATTACHMENT 4

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

[Signed original on file]

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Signed

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Date



June 11, 2009

**TO:** David Brownlee  
Policy Planning Department  
City of Richmond

**FROM:** Gail Terry  
General Manager  
Richmond Auto Mall Association

**RE: Richmond Auto Mall Zoning**

Dear David,

Further to my email of June 5<sup>th</sup>, I would like to officially go on record regarding the members' position on the zoning at the Richmond Auto Mall.

As I stated in the email, the members of the Richmond Auto Mall Association (RAMA) feel that it is vital the zoning of the mall is maintained as AUP and that any future development is done so under the regulations of the AUP zone. They believe that one of the key reasons for the continued success of the mall has been the consistency of the development here and the "level playing field" that it has created for all dealerships.

In the case where an amendment to the zone is requested, such as the recent F.A.R. request by Lexus, the members would be happy to review such a request put forth as a text amendment to the AUP zone, however they would be strenuously opposed to any development application that required a change to another type of zoning.

Should you have any questions regarding the above, please don't hesitate to contact me. If you would kindly confirm that the RAMA office will now be notified of all development applications that are submitted for properties within the mall, it would be much appreciated.



Kind regards,

A handwritten signature in black ink, appearing to be 'Gail Terry', written in a cursive style.

Gail Terry  
General Manager  
Richmond Auto Mall Association

CC: Board of Directors



Wednesday, July 22, 2009

MEMO TO: Christian Chia, OpenRoad Group

FROM: RAMA Board of Directors

**RE: Building Application for New Lexus Dealership**

Dear Christian,

Thank you for addressing the final items on your application for the construction of the new Lexus dealership on Parkwood Way. I am pleased to inform you that the application has now been approved by the Board.

As noted in our previous letter of July 16<sup>th</sup>, please have your architect, Scott Staniul, forward a copy of the site grading plan for our records as soon as it is available.

If you have any questions, please don't hesitate to call. Best of luck with your project!

Kind regards,

A handwritten signature in black ink, appearing to be "Gail Terry". The signature is stylized and somewhat cursive.

Gail Terry  
General Manager  
Richmond Auto Mall Association

CC: RAMA Board of Directors



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8527 (ZT 09-462526)  
5571 AND 5631 PARKWOOD WAY**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting the following text into Schedule 254 Automotive Park District (AUP) of the Zoning and Development Bylaw No. 5300:

“254.2.01 (c) 0.75:

5571 and 5631 Parkwood Way

P.I.D. 027-764-605

Parcel A Section 5 Range 5 West New Westminster District Plan  
BCP38520”

2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8527.**

FIRST READING

SEP 14 2009

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by
<i>AB</i>
APPROVED by Director or Solicitor
<i>BS</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER